

**OVERVIEW**  
**SOUTH CONGRESS AVENUE PRESERVATION PLAN**

**For the City of Austin**  
Date: May 30, 2003

McGraw Marburger & Associates

---

4315 AVENUE C • AUSTIN, TEXAS 78751 • (512) 459-2261

# TABLE OF CONTENTS

---

<b><u>OVERVIEW</u></b>	<b>1</b>
INTRODUCTION	1
EARLY EXPLORATION AND SETTLEMENT	1
FROM LITTLE COLONY TO TEXAS CAPITAL	2
ANTEBELLUM ERA	3
THE CIVIL WAR	5
RECONSTRUCTION	6
LATE NINETEENTH CENTURY DEVELOPMENT	7
EARLY TWENTIETH CENTURY GROWTH AND ADVENT OF THE AUTOMOBILE	10
MODERN CIVIC AND COMMERCIAL ENDEAVORS	16
<b><u>TIMELINE</u></b>	<b>15</b>
<b><u>REFERENCES</u></b>	<b>21</b>
<b><u>MAP REFERENCES</u></b>	<b>23</b>



**View up Congress from below Barton Springs Road, ca. 1928**  
AHC from Dwayne Jones, *Roadside Architecture in Austin*, 1995

## **INTRODUCTION**

The history of South Congress Avenue follows the history of Austin – but at a slightly slower pace. The land south of the capital city lay relatively undeveloped during Austin's formative years but in 1852, James Gibson Swisher donated a generous 120' right-of-way for a road through his farm. Laid out on axis with Austin's main street, Congress Avenue, the road south of the Colorado River was both the postal route to Austin and the main highway to San Antonio. Growth along South Congress Avenue progressed slowly during the 19th century; it was not until the completion of the concrete bridge in 1910 that South Austin had reliable transportation over the river. Development in South Austin increased substantially with the advent of the automobile in the 1910s and 1920s and, because South Congress was a major highway into the capital city, automobile-oriented businesses such as tourist courts, restaurants and service stations began to line the street. Throughout the 1920s, 1930s, and 1940s, South Congress was crowded with such businesses. When Interstate Highway 35 was created to the east of South Congress Avenue in the 1940s, however, tourist-related business was slowly siphoned to the new Interstate. By the 1960s, many of the older highway oriented businesses on South Congress had closed but as rents declined in the 1970s, artists and small retailers began to move into the buildings. Today, the avenue has a variety of businesses and civic uses that reference many of its roles over the last 125 years. Its width and dramatic view of the Capitol provide both the space and spirit to support a wide range of activities, and its history supplies a rich context in which to plan for the future.

## **EARLY EXPLORATION AND SETTLEMENT**

There is no evidence to suggest that South Congress Avenue was used as a trail by Native Americans. However, archeological investigations along the Colorado River and at Barton Creek have established that hunter and gatherer Indians of the archaic period (c. 20,000 B. C.) were the first inhabitants of the area. They were drawn to the reliable riverside springs for fresh water, which also attracted ample game for food and clothing. Tonkawa and Lipan Apaches roamed throughout the area by the fourteenth century but by the eighteenth century when the Spanish began pushing into Central Texas it was the Comanches who dominated the Edwards Plateau region.

The first Europeans to arrive in Central Texas were the Spanish who traveled through the region on their way to East Texas to establish missions. A granite marker on South Congress Avenue near St. Edwards University commemorates the Espinosa-Olivares-Aguirre Expedition, which may have passed near Barton Springs, as follows:

A good will trip made in 1709, when Spain was uneasy about her 190-year-old claim to Texas, (she had closed East Texas missions, then had learned of French trading visit to Texas, 1707). Captain Pedro de Aguirre and 14 soldiers escorted from a mission on the Rio Grande Father Isidro de Espinosa and Father Antonio de San Beneventura Olivares. The Tejas were not in this vicinity as expected. Capt. Aguirre had no order to cross the Colorado River, so the Padres sent the East Texas Indians an invitation to visit them on the Rio Grande, and turned back here.

The granite marker and plaque was placed by the Daughters of the American Revolution just south of the entrance of St. Edwards University in 1966. However, the exact route taken by Espinosa and Olivares is unknown. In fact, the main route of the Spanish Camino Real, or Royal Highway, through Central Texas did not pass through present Austin; it extended north from San Antonio but veered to the east near present San Marcos and then roughly followed present Highway 21 toward Bastrop and the missions in East Texas. Thus, the Camino Real bypassed the Austin area and although side trips may have been made to the Barton Springs vicinity, no evidence has been found to confirm their presence. With adequate water supplied by the Colorado River, the Spanish did not need to blaze a road into the hills (Story 2003).

## FROM LITTLE COLONY TO TEXAS CAPITAL



**Austin's Little Colony**  
Stephen F. Austin, *Map of Texas ...*, (1830)

Central Texas Indians of the eighteenth and nineteenth century were nomadic. Although Kiowas occasionally extended their range from Kansas and Oklahoma as far as Central Texas, Tonkawas and Comanches were the principal tribes in the region by the time the Spanish began their exploratory expeditions in the early eighteenth century. Tonkawas and Comanches both raided Spanish colonies in the vicinity of present San Marcos in the eighteenth and early nineteenth centuries and continued to harass settlers when Anglos began to make inroads into present Travis County in the 1820s and the 1830s. When Stephen F. Austin established his third and smallest colony – known as his "Little Colony" – east of the Colorado River and north of the Camino Real in 1827, these tribes still inhabited the area and made periodic raids on isolated settlements.

Comanches dominated the entire Edwards Plateau region when the first Anglo settlers moved into what is now Austin and South Austin. Tonkawa numbers were greatly reduced through disease, Comanche raids, and loss of hunting grounds by the time the city of Austin was platted in 1839. There are numerous historic references to the Tonkawas camping in bedraggled groups along the Colorado River and on what is now Republic Square, within the city boundaries. Since they, too, were subject to Comanche raids they sought occasional protection in the Anglo settlement.

Early Anglo settlers in the Austin area included Josiah and Mathias Wilbarger, Jacob Harrell, Rueben Hornsby, John Webber and William Barton. These men and their families began moving into what is now east and southeast Travis County by the 1820s. Sometime during the 1830s, Barton, reportedly finding Webberville too crowded, trekked up a trail on the north bank of the Colorado. Just beyond Shoal

Creek, he forded the river to the spring creek that became known as Barton Springs, on the south side of the Colorado. Barton established the first "ferry" across the Colorado by leaving a canoe on the north bank of the river, west of the entrance to Shoal Creek. Travelers could reach his spring - and the future location of his mill - by making use of the canoe. A few other settlers followed Barton's lead and by 1833, Austin's colony unofficially extended across the Colorado to what is now South Austin (Burr).

At the same time, a small settlement began to take shape on the north bank of the river. Jacob Harrell, one of the earliest settlers in southeastern Travis County, moved to a site near Shoal Creek by 1836. In the winter of 1837-1838, four families, including Harrell's, constituted the village of Waterloo on the north bank of the Colorado. It was Harrell who accompanied Republic of Texas President Mirabeau Lamar on a buffalo hunt along Waller Creek that winter. Lamar was enchanted with the site. He reportedly stood at the top of the hill where the capitol now stands, surveyed the landscape spread out before him and announced, "This should be the seat of the future empire" (Terrell 1910: 117, in Jones et. al. 1999: 59). Supported by the legislature, Lamar proclaimed Waterloo the capital of the Republic of Texas.



**Congress Avenue Lithograph 1840**  
Texas Collection, Barker Texas History Center

The name Waterloo was short-lived, however. The following year, Lamar directed Edwin Waller to survey and layout the streets, lots and blocks of the new capital to be renamed for Stephen F. Austin. Waller laid out a grid-like town site with the Colorado River as its southern boundary. One of the noteworthy features of Waller's Townsite plan was the broad central avenue which led from the river, dividing the town into eastern and western halves and terminating at the capitol square. The street's breadth and unobstructed length created a grand visual promenade for visitors to the capital city.

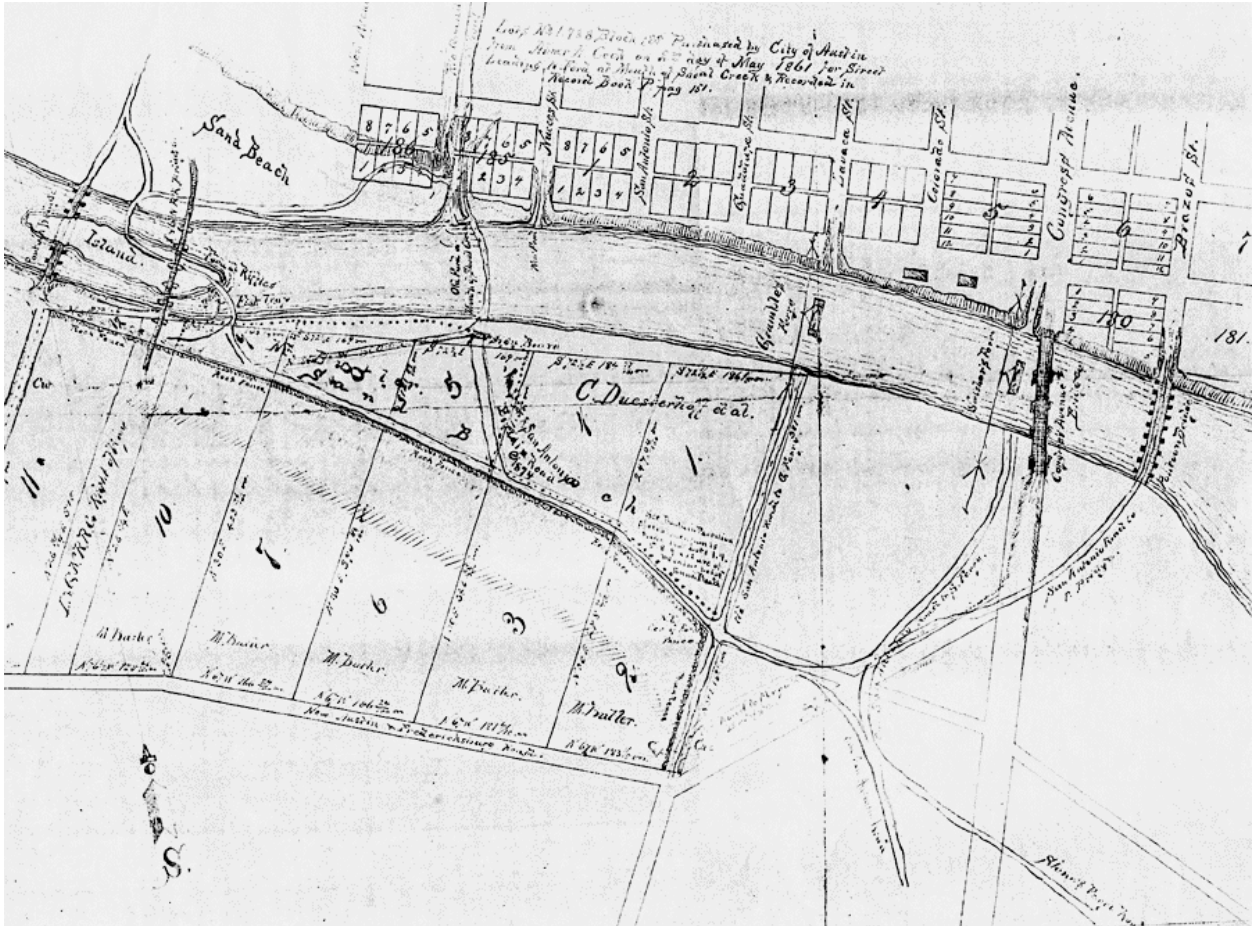
## **ANTEBELLUM ERA**

Austin's city limits did not extend south of the river however, and, while the early history of the north bank was marked by wild land speculation and political wrangling, the area south of the river took a different, slower path. Accessed only by Barton's canoe, greater effort, and often a fee, were required to visit the south bank. Travis County recognized that independent ferries provided the only means to cross the Colorado River and set rates for ferry operators in 1853. Even then, transportation across the river was reliable only during periods of low to medium rainfall. Two of the earliest ferries across the Colorado in the Austin vicinity were those of John J. Grumbles and Samuel Stone. Stone operated a ferry at the mouth of Waller Creek, at the eastern edges of the city, as early as 1846. In 1852, Grumbles set up a regular ferry at Shoal Creek, at the western edge of the city where William Barton had kept his canoe. Grumbles had come to Texas in 1837 and in 1845 moved to Barton Springs where he bought William Barton's home and mill. James Gibson Swisher set up a third ferry in 1852 and it became the most prominent of the three due to its location at the foot of Congress Avenue, Austin's busiest street.

Swisher had immigrated to Texas from Tennessee in 1833 and lived in several other Texas counties before arriving in Austin. In 1846, he, his wife Elizabeth Boyd and their four children and their families moved to a farm on a high bluff directly south of the city, across the river from Austin. Swisher must have foreseen the commercial possibilities in having a major road cross his land enroute to the city's main business district. He granted the county right-of-way to build a road to San Antonio through his farm and



in 1852 the Travis County commissioners court appointed him overseer of that section. Texas law established that counties were responsible for the development and maintenance of roads which were required to be cleared to a 40-foot width (*Highway Development: A Concrete History of Twentieth Century Texas*, 1984). The county commissioners appointed overseers, who were often landowners on the route under construction, to supervise workers who were usually slaves, servants, tenants and other local laborers.



Colorado River Crossings 1904: Compiled by William von Rosenberg, Jr.  
MapFiles, Austin History Center

On the south side of the river, the road rose from the bank and extended southward in a direct line away from Congress Avenue. It was alternately known as the San Antonio Road and the Post Road for its role as a postal route between Austin and San Antonio. Leaving Austin, the road traversed Swisher's farm and made a sharp turn to the east at the crest of a hill; one fork headed east to Moore's Crossing in Southeast Travis County, while the other, the Post Road, continued on to St. Elmo and points further south.

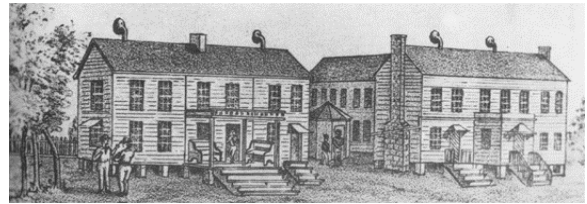
In 1852, the same year Swisher was appointed to oversee construction of the road, he established a ferry where the new road met the Colorado River. Travelers to Austin debarked right onto Congress Avenue, the city's main street, where Swisher operated a tavern and hotel. Thus, he took full advantage of his road and ferry service. Swisher died on November 14, 1862, but his wife Elizabeth owned and operated the ferry until her death in 1875. Her granddaughter recalled in 1932:

There was a great deal of travel on the San Antonio Road, and the ferry made quite a lot of money. I remember the coins poured into a tin box, which she pushed under her bed, and there it stayed without any further thought from her (Swisher Memoirs, 1932).

The establishment of Swisher's ferry and the Post Road in the early 1850s encouraged modest settlement in South Austin, particularly along the road. One of the most noteworthy new arrivals was the School for the Deaf. In 1856, a few years after the ferry and road were completed, Governor Elisha M. Pease appointed a board of five trustees to find an appropriate site for a state school for the deaf. The trustees chose a 57-acre parcel about half a mile south of the Colorado River on the Post Road (South Congress Avenue). At the same time, land for the state Insane Asylum was purchased on Guadalupe Street, about a mile north of the Colorado River.

Both institutions were in semi-rural locations on the far fringes of the city. Selection of the rural sites was in keeping with the prevailing philosophy of the period which espoused the virtues of fresh air and country living for inmates and wards of the state – anyone requiring institutionalization. Poor farms, orphanages, state schools and other state or county-run institutions of the period typically operated farms where the inmates or students worked to supply their own food and pay their way. By locating near a town or city, any excess produce, eggs, meat, milk and other dairy products could be sold to further subsidize the institution. In hard times, the farms proved invaluable. During the Civil War, for instance, the School for the Deaf had no money for salaries and both teachers and students supported themselves by farming and making woolen clothing from their own sheep (Smyrl, *The Handbook of Texas Online*).

Apparently, the School for the Deaf was at least partially developed before its purchase as it used the "existing buildings" when it opened with three students in 1857. In 1858, the Texas legislature appropriated \$5,000 to purchase the property and make improvements including the construction of two new buildings for classrooms and living quarters. During the first 13 years of operation, 60 students attended the school (Smyrl, *The Handbook of Texas Online*). Doubtless, the school attracted attention and visitors to South Austin but the area was only sparsely settled with scattered farmsteads until well after the Civil War.



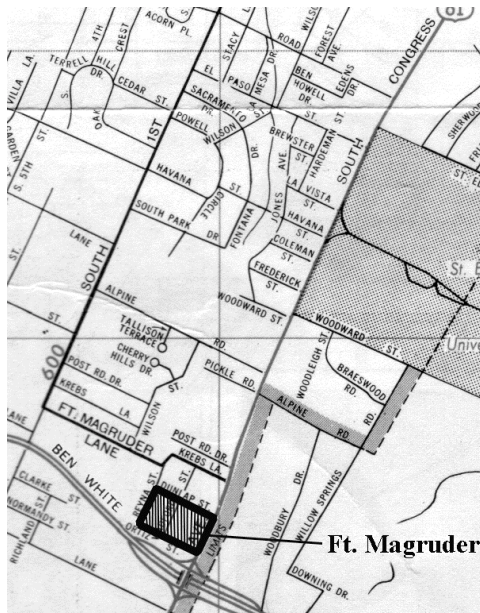
**Deaf And Dumb Institute**  
Augustus Koch, *Bird's Eye View of Austin ....* (1873)

## THE CIVIL WAR

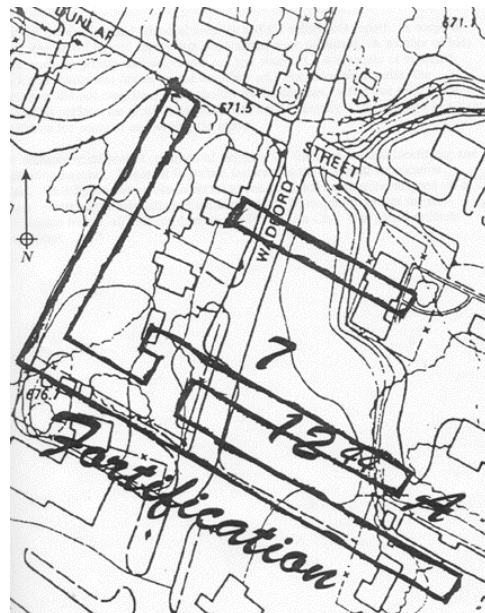
On the eve of the Civil War in 1861, the road remained a largely undeveloped dirt highway through the rural countryside south of Austin. Traffic to and from San Antonio continued to flow along the road but there were few reasons to stop in South Austin other than to water the horses or stretch one's legs. With the outbreak of the Civil War, however, the road assumed strategic significance as the lifeline to the Texas capital.

Major General John Bankhead Magruder, one of the Confederacy's best strategists, feared a Union invasion into the Texas interior. His first goal was to fortify the coastlands and he successfully drove the Union Navy out of Galveston, forcing them to attack 300 miles south at Matamoros. Having secured the coast, Magruder set out to build forts at Gonzales, San Antonio and Austin, all major south-central cities. In December 1863 he wrote:

Having good reasons to apprehend that Calvary raids will be attempted in the direction of San Antonio, and that a direct attempt will be made in force upon Austin, I have ordered both of these places to be strongly fortified, the first by Captain Schliecher the second by Major Kellersberg, and am now sending about 500 negroes to San Antonio and about 1000 to Austin for that purpose (Magruder 1863).



**Location of Fort Magruder near South Congress Avenue and Ben White**  
MMA-2003



**Estimated location of Civil War trenchworks at Fort Magruder**  
Archaeological and Archival  
Investigations – TXDoT, 1995

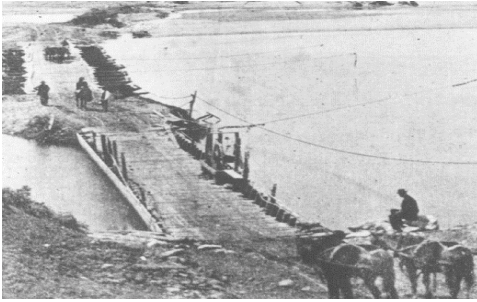
Magruder and Kellersburg built the fort on a hill overlooking the San Antonio Road, near the present northwest corner of South Congress Avenue and Ben White Boulevard. The fortifications consisted of earthen embankments and trenches with storage for gunpowder. While Magruder's predictions proved wrong, his instincts were well-considered; the hilltop location was a strategic point that would have given the Confederates good advantage in defending Austin from advancing cavalry.

## RECONSTRUCTION

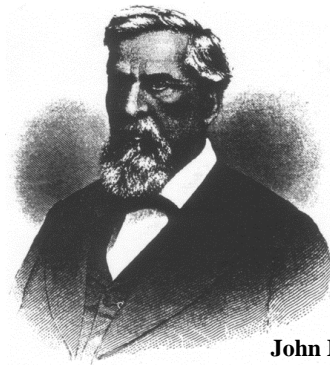
Several of South Austin's farmers, including James Swisher and James Bouldin, owned slaves before the Civil War. With emancipation, the slaves were granted their freedom. Some of the Swisher slaves stayed with the family after the war (J.M. Swisher Memoirs) but others, notably the Bouldin family slaves, settled in South Austin in an area known as the Brackenridge neighborhood. Located between South Congress and South First Street, from the Texas School for the Deaf south to Oltorf Road, the neighborhood was comprised entirely of black families through the 1920 census. Residents included skilled craftsmen such as masons and seamstresses, and businessmen like Robert S. Stanley who ran a general store in the neighborhood from the turn of the 20<sup>th</sup> century into the 1930s. Several black churches remain in the neighborhood today (Bouldin Creek Neighborhood Plan, 2002: 12).



## LATE NINETEENTH CENTURY DEVELOPMENT



**Pontoon Bridge 1869**  
[Texas State Archives](#)



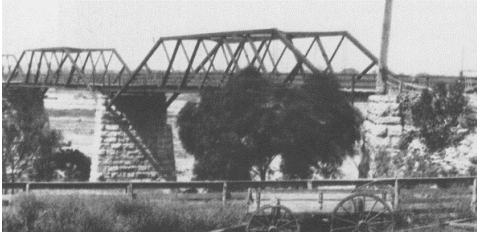
**John Milton Swisher**  
[Vertical Files,](#)  
[Austin History Center](#)

Reconstruction brought new river crossings to the Colorado. The first bridge – a pontoon bridge at Brazos Street – was built in 1869, but a flood destroyed it 11 months later. The three ferries, Grumbles' on Barton Creek, Stone's on Waller Creek and Swisher's at Congress Avenue, resumed business until a new bridge was built. Elizabeth Boyd Swisher's death in 1875 ended the family's 23-year ferry operation. The following year, construction of a wooden bridge provided a reliable crossing over the Colorado River and the remaining ferries closed.

In 1877, with the new bridge making South Austin more accessible than before, James and Elizabeth Swishers' son, John Milton Swisher, subdivided about 23 acres of the family farm along the San Antonio Road. It was Austin's first urban addition south of the Colorado River. An auditor and banker, Swisher continued his parents' occupation in transportation. After the Civil War and until 1870, John Milton Swisher organized and served as president of a stock company for the construction of the city's street railway system. He also owned the stage line that left Austin for San Antonio from Swisher's ferry. The one-way passage cost \$10.

Swisher's plat noted that it was an addition to "South Austin" rather than Austin, perhaps acknowledging South Austin's separate identity from the capital city. Swisher allotted a very generous 120 foot right-of-way through the center of his grid-style residential addition. The wide avenue was laid out in a direct line with Congress Avenue on the north side of the river. This visionary and civic act dedicated a grand view from Swisher's farm to the public domain. South Congress Avenue, in spite of being separated from the downtown portion of the street by about a mile over the Colorado River and low-lying areas, preserved the major approach to the city center and the capitol for future residents and visitors. A permanent and fully paved connection from Bouldin Creek to the north side of the river would not be complete for another 50 years. Swisher named the other streets in the addition after members of his family and neighbors: Milton, Monroe, James, Annie, Nellie, Elizabeth, Mary, Johanna, Eva, Newton and Brackenridge (*South Austin Advocate* 1939: 12). These names have survived to the present.

In 1881, while the growing Austin population was still dependent upon a wooden bridge, the first railroad bridge was built across the Colorado. An entrepreneurial enterprise, the railroad may have made faster progress than the bridge construction because it was privately funded and not subject to political constraints and public subsidy. Two years after the railroad bridge was completed, a 120-foot span of the seven-year-old wooden bridge collapsed under the weight of a herd of cattle and it was replaced the following year with a permanent iron toll bridge. Travis County bought the iron bridge in 1886 and for the first time permanent dry passage to South Austin was free. It was said that the truss bridge was expected "to stand as long as time lasts," according to an article in the *Austin Daily Statesman* of that year.



**Wooden Bridge 1869**  
Texas State Archives

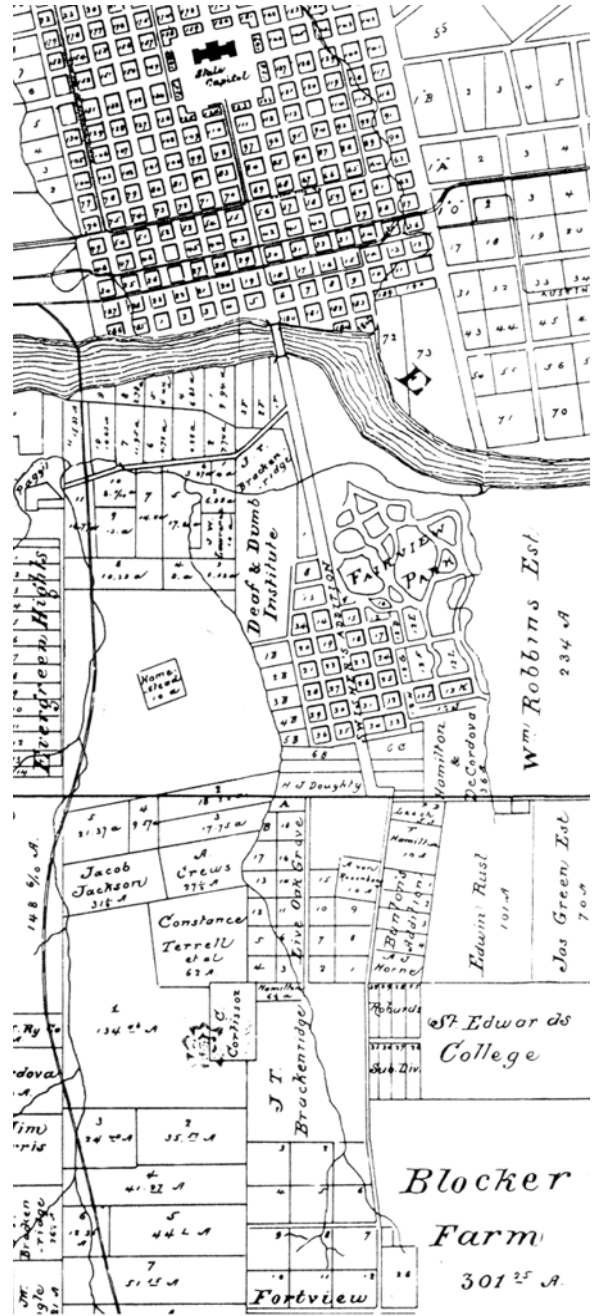


**Iron Bridge 1880's**  
Austin History Center

By 1910, however, traffic had increased such that the county was compelled to replace the bridge with a wider one and work began on a concrete bridge. In 1915, two of the original iron trusses were taken from storage and installed over Onion Creek at Moore's Crossing, a small agricultural hub in Southeast Travis County. Later that year the spans were washed out in a flood. Residents of the area collected funds to rebuild the bridge and in 1922 the county rebuilt the piers and installed the remaining three spans (Myers et. al. 1996: E-33). The bridge connects Richard Moya Park to Moore's Crossing and is a Contributing element of the Moore's Crossing Historic District.

Although the bridge construction greatly improved transportation, Swisher's Addition was not immediately successful. Streetcar lines did not extend to South Austin until about 1910 and it was difficult to commute to downtown jobs from homes south of the river. As a result, development was slow and South Congress Avenue remained a country road through a largely rural landscape throughout the remainder of 19th century.

Despite Swisher's minimal success, other developers tried their luck in South Austin. In 1886 Charles Newning bought the northern portion of the Swisher farm and developed an addition he called Fairview Park. In contrast to Swisher's grid-style addition on the high, relatively flat ground of the area, Fairview Park was created over a hilly area with two creeks through it and numerous city views from its hillsides and terraces. Newning intended to sell his large, irregular-sized lots for grand homes in an attractive, arboreous setting. The *Austin Daily Statesman* helped Newning's efforts by calling South Austin a premiere residential setting.

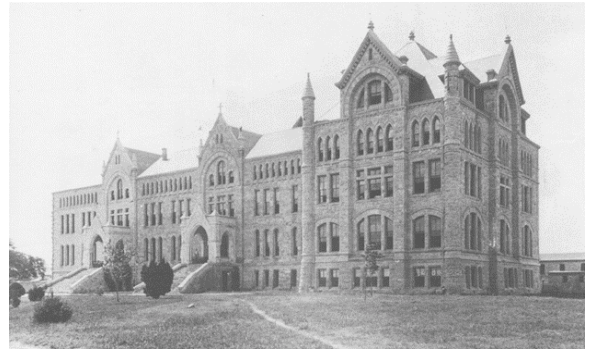


**Swisher's Addition**  
Bergen Daniel & Gracy, *Austin and Surround...* (1891)

South Austin has neither railroads, factories, board of trade, or large hotels, but she has health, bracing air, fine roads, sewers, indescribable scenery, many modern residences, and a baseball club. When the north side of the river is lined with factories, and the dense smoke of soft coal is resting like a pall over the city, then the South Side will become the main residence place. Mark the prediction (*Austin Daily Statesman*, December 11, 1887).

The newspaper's glowing recommendation notwithstanding, Newning's efforts were only modestly successful in the years before the streetcar and the automobile.

While Swisher and Newning tried their hands at residential development close to the river, the Holy Cross Fathers and Brothers were building St. Edwards College at the southernmost end of South Congress, between present Oltorf Road and Ben White Boulevard. Plans for the college had been in the making for more than a decade. In 1872, Rev. Edward Sorin, founder of Notre Dame (1842), purchased the site from James Doyle, a pioneer farmer and construction supervisor for the State Capitol. Two years later, the Holy Cross Fathers and Brothers assumed charge of St. Mary's Cathedral in downtown Austin and began operating a farm on the former Doyle homestead. In 1885, they chartered St. Edwards College and hired Nicholas Clayton, a prominent Texas architect who designed St. Mary's Cathedral, to design the main building. Completed in 1887, the grand building dominated the landscape.



**St. Edward's College 1889**  
Barker Texas History Center

[This] great old building, gracing the South Austin skyline with its symmetrical silhouette, and visible for many miles, has to be one of the finest in all of Texas (Hoffman, 1982).

St. Edward's College was re-chartered as a university in 1925 and in 1966 women were admitted for the first time. A successful college, St. Edwards was also a major attraction for tourists and Austin residents alike.

The 1890s saw a number of civic improvements in Austin and the surrounding area. In 1890, the Austin Dam was built on the Colorado River in the western part of the city. The dam created a 20-mile long lake – Lake Austin – and promised reliable electricity and protection from flooding. In 1891, developer Monroe Shipe established the city's first electric streetcar system – Austin Rapid Transit. However, the streetcar lines didn't come to South Austin until 1910 after the concrete bridge was built across the Colorado River. In 1891, Mayor McDonald promised a stone bridge across Bouldin Creek at South Congress Avenue (*The Austin Statesman*, October 24, 1891). In 1895, the city installed its first public lighting system – the Moonlight Towers. Two of the original thirty-one towers survive in South Austin; one is at South First Avenue at Monroe and the other is at Leland and East Side.





**Powell Store and Stock Yards c. 1905**  
PICA 02553 Austin History Center



**Eck Store @ Nellie Looking North 1900-19**  
PICA 02549 Austin History Center

In spite of these advances, South Congress Avenue remained an unpaved country road. By 1891, only eight buildings stood on South Congress Avenue. There was a two-story house on one corner of Monroe and South Congress and a log house where the South Side Church was later established. Leonard Eck owned a two-story limestone store building at South Congress and Nellie, present 1202 South Congress. A Mr. Hart, a stonemason, lived off the Avenue near Live Oak Street and the Raif family lived at 1714 South Congress. C. T. Carson lived at 1514 South Congress where he also had a grocery. A Mr. Stoner had a grocery at 1500 South Congress. J. M. Crawford's home and gristmill—now Guero's restaurant—were at 1412 South Congress (*South Austin Advocate*, April 28, 1939: 12).

Still, South Congress was the principal road in South Austin. It provided access to the city for students and personnel at St. Edwards College and the School for the Deaf, as well as all of the area's scattered citizens. And, it remained the only direct route between Austin and San Antonio.

### **EARLY TWENTIETH CENTURY GROWTH AND ADVENT OF THE AUTOMOBILE**

The year 1900 started off with new challenges for Austin. The dam that had provided electricity for nine years broke, leaving the city with no reliable electricity and a streetcar system that had to revert to horse-pulled trolleys. The first automobile arrived in the city in 1902, but it was not until the advent of gasoline pumping technology that it became common and comfortable to travel by automobile cross-country. Once that occurred, however, automobile travel for both business and pleasure increased rapidly. Citizens formed "good roads" associations in Texas to promote better roads. They organized events and set aside volunteer time to improve the roads. These associations developed maps and brochures and distinctive symbols. South Congress became part of Texas Highway 2 that continued through Austin and out Guadalupe Street to points north. At least three associations – the King of Trails Highway, the Meridian, and the Middle Buster – oversaw improvements to South Congress.

In 1905, the city of Austin paved Congress Avenue from the Capitol to the river with bricks. The following year, the local newspaper commented favorably on the project:

Austin Being Watched. . . Austin used to be spoken of as "a pretty city, but slow," Within the last few years, however, the old place has taken on a new life and is making a noise like a city. The paving of Congress Avenue – a long-talked of project – is not only an evidence of prosperity, but about the best and most enduring advertisement that Austin people have put their money into (*The Austin Statesman*, December 16, 1906).

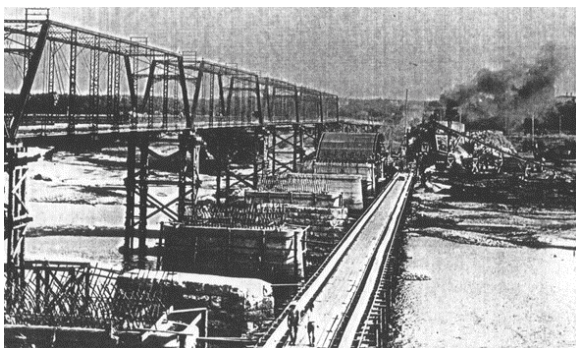


**Congress Ave. Paved with Bricks**  
PICA 18628 Austin History Center

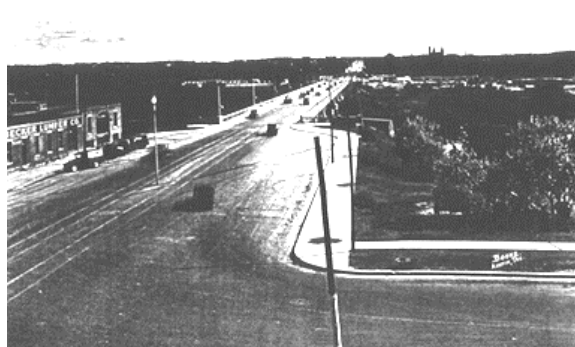


South Congress Avenue, however important as a conduit for business and tourism, remained unpaved with little substantial development.

In 1907, a small club of South Austin men began discussions on replacing the old iron bridge across the Colorado. The "proposition was agitated and in the next year a bond issue was elected and the structure started" (*South Austin Advocate*, 6). The old bridge trusses were shifted to new temporary piers on one side of the site to maintain traffic during the construction of the new bridge. The new concrete bridge had a floor system 50' wide to accommodate roadway pavement and interurban railway tracks. The overhanging portion of the deck was devoted to sidewalks and ornamental concrete railings that also supported light standards.



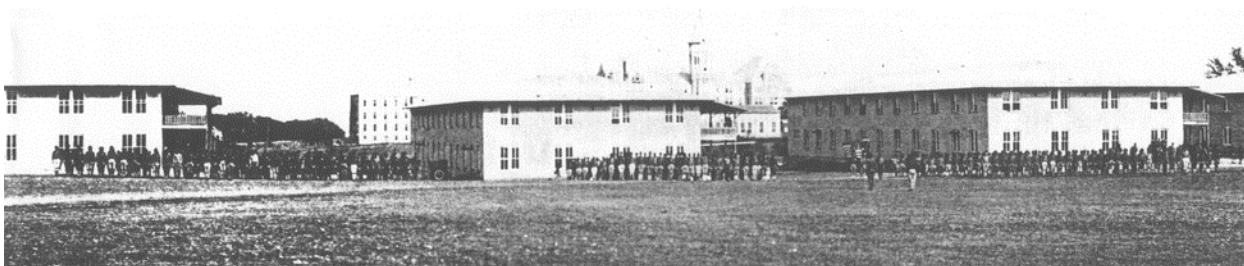
**Construction of Concrete Bridge 1900-19**  
PICH 10883 Austin History Center



**Completed Concrete Bridge 1910+**  
PICH 03791 Austin History Center

The bridge was completed in 1910 but before its official opening there were complaints about inadequate lighting at the south end of the bridge (in addition to a general plea for more lighting in South Austin). People also voiced concerns about the sharp descent from the bridge to the road beds on either side. Over the course of a month, wagons hauled dirt from the Littlefield Building excavations to make the fill at both ends of the bridge. The first day the bridge was opened, April 3, 1910, crowds of people walked and drove over the structure. With the new bridge in place, streetcar tracks were laid from the bridge to Capital Heights at Live Oak Street. For the first time, South Austin had reliable, convenient transportation to downtown Austin. Almost immediately, new residents moved to the area and new stores cropped up along South Congress to serve them.

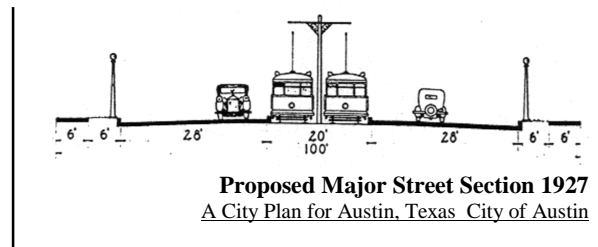
In the 1910s and 1920s, a new generation of visionaries rose to lead Austin's growth and development. The Chamber of Commerce launched the public careers of future mayors Tom Miller and William Drake and helped set in motion the city's rapid growth. Joined by business leaders including Walter E. Long these men promoted civic pride and responsibility and spearheaded numerous improvements including a citywide sewer system in 1913.



**Penn Field 1918**  
A 629.1309 LO Austin History Center

Domestic programs were shelved for awhile, however, when the United States entered World War I. Once again, the military looked to South Austin for a base of operations. In 1917, the U.S. Army selected a 150-acre site on a hill south of St. Edwards University for a flight training school named Penn Field. With the aid of Boy Scouts from the School for the Deaf, a Chamber of Commerce committee cleared the field of corn and rocks. The first plane landed in 1918 only a few months before the end of the war. After the war, the University of Texas purchased 318 additional acres and opened a radio school on the property. Railroad tracks were laid to the site and five brick buildings were built. It was sold to the Woodward Truck Body Company in 1918 and was used for manufacturing until the 1990s.

During the 1920s, Austin, along with the nation as a whole, enjoyed unprecedented prosperity and growth. South Austin, too, experienced a growth spurt both in residential and commercial development. Streetcar access and greater car ownership made it much easier to commute across the bridge to downtown jobs. As a result, more people moved to South Austin where housing was often less expensive than in the city. Hundreds of bungalows filled the streets of South Austin during this period and a number still survive on South Congress Avenue. And, in response to the residential growth, more commercial enterprises appeared on main streets, especially South Congress.



Among the new residents of South Austin in the 1920s were Mexican American families, some of whom were displaced when Our Lady of Guadalupe Church in downtown Austin was closed in 1926. The city had offered the church a new site in East Austin to encourage residents in the southwest quadrant of town to move out of the area which was targeted for urban renewal. Known as "Mexico" since the 1880s, the community was largely Latino. Although many parishioners moved to East Austin, others relocated in South Austin where they formed a new congregation. Since that time, South Austin has been home to a large community of Mexican American citizens.

One of the most chilling events that has ever occurred in South Austin took place in the 1920s. On May 4, 1922 a tornado, which struck South Congress, destroyed part of the Woodward Truck Body Plant and demolished Holy Cross Hall at St. Edwards. S.E. Dahlstrom watched the tornado from a store building on the Post Road (South Congress) and saw a water tower "snap like a match stick", a dairy barn go down and chickens running around without any feathers, plucked by instant suction. (*Austin American Statesman* February 18, 1960, n.p.) The *Austin Statesman* reported 13 killed, 44 injured and property loss in excess of \$700,000 (*Austin American Statesman* February 18, 1960, n.p.). Although the tornado was undoubtedly the single worst disaster to occur on South Congress Avenue, it didn't deter development, which continued apace during the 1920s.

Austin continued to pursue civic improvements and in 1927 the City Planning Commission contracted with Koch and Fowler Consulting Engineers of Dallas to prepare a City Plan. Koch and Fowler's recommendations included storm sewers, street plans, long-overdue paving priorities, zoning, locations for civic facilities and other issues. The planners particularly noted that South Congress Avenue had ample width, but "a considerable fill will be necessary opposite the Deaf and Dumb Institute to make its full width available." They also recommended that the "jog at the City limits (Live Oak Street) should be eliminated by extending South Congress Avenue through LaPrelle Place to a diagonal connection with the San Antonio highway." (*A Plan For Austin*, 1928: 18).

In 1930, the portion of South Congress south of Nellie Street was paved the full 90' width. In early 1930, the City Council had a long debate over the width to pave the remainder - or connecting portion just south of the river. There was a faction that wanted to pave it only 74' feet wide. Finally, on July 17, 1930, the City Council passed a motion to pave South Congress Avenue from Nellie Street to the Bouldin Creek bluff a width of 90'. Mayor P. W. McFadden introduced the motion:

Although the Council was in accord that a mistake had been made in originally paving any part of the street as wide as 90 feet, as was done below Nellie, it was decided to carry the width out as far as the bluff instead of making it 74 feet wide as was proposed in the first ordinance. This action delayed the start of work on the project several months it was declared (*Austin Statesman*, No. 308, July 17, 1930, n.p.)



**Paving in 1931**  
[CO0622 Austin History Center](#)



**Completed Paving Post 1931**  
[PICA 17892 Austin History Center](#)

On October 15, 1931, the council finally awarded a contract to Brown & Root to surface the unpaved portion of South Congress from Riverside drive to Bouldin Creek. The completely paved, permanent connection between Edwin Waller's Congress Avenue and Swisher's Addition was finally achieved.

The Great Depression did not diminish the city's desire to follow the recommendations of its City Plan. Led by Mayor Tom Miller with the support of U.S. Congressman Lyndon Baines Johnson, Austin used the programs of the "New Deal" to implement the plans the city had envisioned in the 1910s and



1920s. One such project, the bathing pool at Stacy Park's artesian well in South Austin, was completed by the Works Progress Administration (WPA). Championed by the South Austin Civic Club, a community improvement organization, the project was endorsed by the city Recreation Department and approved by the city council. The South Austin Civic Club continues to serve its community.

In South Austin, both local and tourist traffic grew during the 1920s and 1930s. Automobiles had become available to the average adult and leisure travel by car had become commonplace by the 1920s. Congress Avenue remained the main travel route from San Antonio and points south into the capital city and roadside businesses and advertising sprang up along the highway. As the Texas capital, Austin had a number of "built-in" attractions including the capitol, the Governor's mansion, and other state offices as well as recreational spots like Barton Springs and shopping venues in the downtown district. During the 1920s, highway billboards began to appear along the highway to attract visitors. At the same time, tourist courts, restaurants and gas stations sprang up along travel routes including South Congress Avenue.

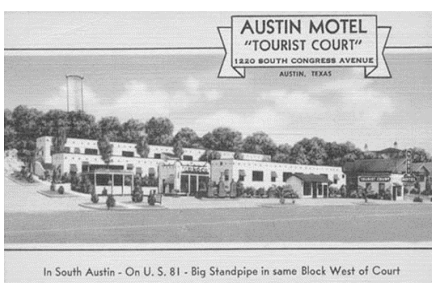


Highway 2 South of Austin  
TXDoT

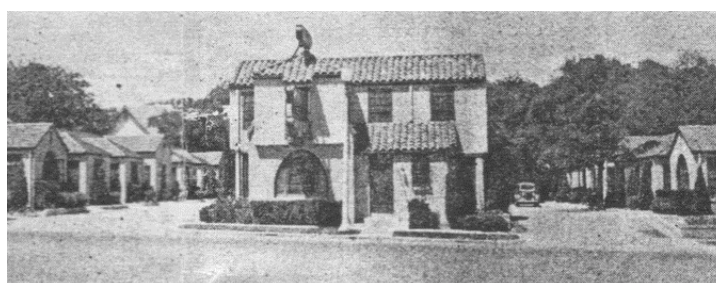


Road Sign for Barton Springs  
Austin History Center

As South Congress Avenue carried increasing numbers of tourist travelers to the city, land uses along its frontage changed to meet the evolving economy. In 1909, business enterprises on South Congress were predominately grocery stores, bakeries and horse sales, blacksmiths and liverys. By 1930, both residential and tourist trade increased. Businesses provided many more services to local residents, such as barber and beauty shops and dry cleaners, but they also catered to tourists with numerous gas stations, tourist camps, and restaurants.



Austin Motel Tourist Court  
[www.austinpostcards.com](http://www.austinpostcards.com)



San Jose Hotel Tourist Court  
Austin History Center

One of the most enduring businesses on South Congress was a hamburger stand near the south end of the Congress Avenue Bridge. Started by Harry Aiken in 1932, it later became the Night Hawk, famous as a gathering place for state politicians. By the end of the decade, numerous tourist courts had sprung up on the highways leading into the city – both on the north side (Guadalupe Street/Georgetown Road), and the south (South Congress Avenue/San Antonio Road). Citing "the expectation of many visitors to the city", the city adopted an ordinance to regulate the growing number of tourist courts (City of Austin Ordinance March, 21, 1940).



Despite a poor economic climate nationwide in the 1930s, South Austin experienced a good deal of progress in its civic projects. In 1932, following the recommendations of planners Koch and Fowler, a new fire station designed by revered local architect Edwin Kreisle replaced an older one on the east side of the 1700 block of South Congress Avenue. By 1939 the South Austin Civic Association helped achieve numerous new civic improvements including the paving of West Mary Street and the construction of a post office, a theater and a junior high school. South Austin had its own newspaper, the *South Austin Advocate*, published by Ford Richie from his office at 1321 South Congress. This newspaper claimed that 10,000 people lived in South Austin in 1939 in 2,360 homes (*South Austin Advocate*, 1939:1).



**Fire Station No. 2 1932**

Hank T. Smith, Austin: Its Architecture... (1836-1986)

Although many infrastructural improvements were made, none saved South Austin from the ravages of a major flood in 1935. The huge flood caused \$4,000,000 loss to the city, much of it on the south side of the river. The *South Austin Advocate* pressed for greater security for South Austin:



**Flood at Congress Bridge 1935**

PICA 20060 Austin History Center

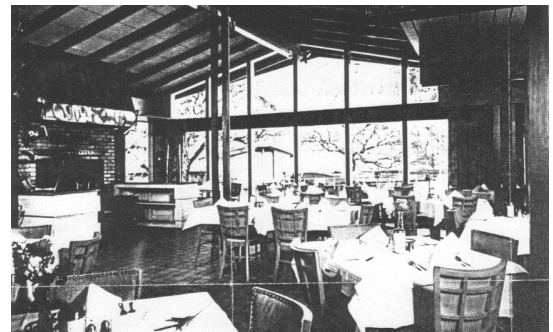
South Austin has always been the worst sufferer from flood damage when the Colorado went on a rampage . . . With the completion of the dams up-stream it is generally conceded that an end to these floods has arrived. . . . Those dams have got to be good (*South Austin Advocate*, 1939: 7).

On Saturday April 6, 1940, nearly fifty years after the first dam was built, three hundred people gathered to commemorate the newly completed Austin Dam. It would later be named for one of Austin's most notable public figures, Mayor Tom Miller. The new Tom Miller Dam created the 20-mile-long Lake Austin.

Although domestic construction nationwide all but ceased during World War II, it exploded in the postwar period with new housing starts, schools, office buildings and highway construction. In 1946, the City of Austin voted to approve \$940,000 in bonds to build a new highway under the Interstate Highways program and U.S. Highway 81 became Interstate Highway 35 (IH-35). This new route required using East Avenue north of the river and a new bridge, on a southeast diagonal across the river to the mouth of Harper's Creek, on the south side.

Although the new interstate highway provided for through-traffic at greater speeds, it lacked the significant quality that South Congress Avenue had as a visual gateway. Travelers fondly remember turning off the Interstate at the old San Antonio Road (Highway 81) because the view of the Capitol was more important than the speed they were traveling. When they reached the point where the road widened and was on axis with the Capitol their eyes opened up to the great avenue in awe (Marburger, October 5, 2002).

Despite the advent of the new interstate highway, tourist accommodations continued to be built along South Congress Avenue until the early 1960s. In 1952 South Congress had 21 motels and motor courts stretching from the railroad (at the current Ben White Boulevard) to the river. It also had 14 restaurants and hamburger stands, 12 Gas stations, nine building material stores, and nine grocery stores. That year, the Terrace Motor Hotel was built on South Congress near Fairview Park and it became one of the foremost places to stay while visiting Austin. Designed in a modern style by architects Niggli and Gustafson, it had 256 rooms and was the largest motel built on South Congress. It boasted two restaurants, two pools, and a banquet hall. Laid out over a steep terrain requiring terraces, it became known as the Terrace Convention Center.



**Restaurant at the Terrace Motor Court**  
[Austin History Center](#)

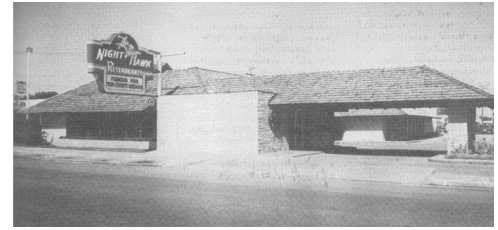
Another major development of the 1950s was Twin Oaks Shopping Center, one of the city's earliest "strip" shopping venues. Odus Jung built Twin Oaks Shopping Center at the northeast corner of Oltorf Road and South Congress Avenue for \$500,000 in 1954. The complex was named for the large Live Oak trees that were preserved in the middle of the L-shaped center. With its off-street orientation and large parking lot, the Twin Oaks Shopping Center reflects the dependence on the automobile beginning in the early postwar era.

## **MODERN CIVIC AND COMMERCIAL ENDEAVORS**

Major civic projects in the 1950s brought citywide interest to the south bank of the Colorado. In 1956 the Congress Avenue Bridge was widened to its full 44-foot width to accommodate more traffic. Four years later, in January 1959, the city auditorium opened on the south side of the river. It was connected by Drake Bridge to a site north of the river that was designated for a new city hall. In 1960, Longhorn

Dam was finished at Pleasant Valley crossing. It was the last in a chain of Colorado River dams started during the Great Depression. Longhorn Dam created Town Lake and ensured a constant water level and the security needed to develop the sand beach beyond its previous potential.

South Congress has been home to a number of notable commercial endeavors. Among them are some of Austin's favorite restaurants. Abraham Kennedy, who emigrated from Linares, Mexico in 1944, opened El Gallo restaurant in a bungalow at 3310 South Congress in 1957. In 1969, he built a much larger new restaurant that is still in operation at the same site. Schlotsky's, a small sandwich shop that opened in the 1300 block of South Congress in 1970, went on to become a national chain. One entrepreneur shaped both the business and civic character of South Austin. Harry Akin, owner of Night Hawk Restaurant, was appointed chairman of the first human rights commission after an impassioned plea for ending segregation. Akin is attributed with breaking the color barrier by serving the first black person at the Night Hawk in 1958. In 1967, Akin was elected mayor and the city council finally passed laws prohibiting segregation in public places.



**Night Hawk Restaurant**  
*An Illustrated History Of Austin, 1985*

Beginning in the 1970s, South Austin became a Mecca for musicians, artists and the people who supported them. Among the most memorable music venues in South Austin was the much beloved Armadillo World Headquarters. Austinite Eddie Wilson and his friends opened the Armadillo World Headquarters in the National Guard Armory on Barton Springs Road, off Congress Avenue, in 1970. It was a world-renowned venue for many kinds of music, particularly rock and roll, but the operators lost their lease in 1980 and the building was demolished. In the 1990s, Eddie Wilson returned to the same corner with Threadgill's Restaurant. The restaurant not only continues the tradition of restaurants in the sand beach area, but also houses a vast array of photos and memorabilia from the Armadillo World Headquarters. It also boasts the large neon sign that once graced the Night Hawk Restaurant as well as other historic and nostalgic signs from the area. Another famous music venue in the area is the Continental Club which has been a fixture at 1315 S. Congress for more than 30 years. Today, many of the restaurants on South Congress Avenue including Guero's, El Sol y La Luna, and the San Jose Motel occasionally feature live music.

Although tourists never completely abandoned South Congress Avenue, the speed and convenience of IH-35 drew much of the tourist trade including motels and restaurants to the east in the 1960s and 1970s. As business slowed on South Congress during this period, buildings including restaurants and tourist courts fell into disrepair.

As commercial rents continued to decline in the 1970s, small retailers and artists were attracted to the South Congress Corridor. An example is Designers' Space, which lost its lease downtown and relocated to 1704 S. Congress in 1981. The organization adapted the building (originally a hardware store and "Caldwell's apartments") to house three arts organizations, a number of art studios, studio/living spaces, and a gallery space for events and exhibits. Designers' Space had some limited city funding for its programs. A fire in 1983 gutted the second floor and damaged the first floor. Owner, David Woodland, secured a city corridor program low interest loan to rebuild and Designers' Space used the building until 1987.

In the past few decades, South Congress has experienced a renaissance largely due to its colorful and eclectic retail businesses, music venues, restaurants, and adaptive reuse of historic buildings. The area around Congress and Monroe in particular puts its large number of intact historic buildings to good use by



attracting eclectic retail businesses, arts and music venues and restaurants to the area. The area continues to attract artists, architects and small independent retailers. In fact, the Monroe segment has become a very popular shopping destination for both residents and visitors and may enjoy more retail success than at any time in its past. Most of the stores sell antiques, collectibles, or unique items that fit in well with the old buildings. Many of the retailers stay open late into the evening one day a month and the street takes on a festive atmosphere on the First Thursday of every month.



**1316 S. Congress/ Hotel San José**  
MMA 2002



**1500 S. Congress Rue's Antiques**  
MMA 2002

Revitalization is not limited to the area around Monroe, however. At the corner of Congress and Riverside there are now two large hotels, and a modern furniture store occupies the Tropics building. The area around the intersection of Live Oak and Congress has several new restaurants, and neighbors recently renovated the old Austin Theater. Farther south at Oltorf and Congress, the HEB grocery store underwent a complete renovation in the 1990s. Two new motels and a restaurant were recently built near Havana and Congress. Perhaps the most ambitious renovation undertaking is the redevelopment of Penn Field close to Ben White Boulevard. Penn Field has been transformed from an industrial plant to a multi-use complex that includes office space, wholesale businesses, a coffee shop and designers' studios.

In addition to its role as a retail street, South Congress remains a heavily traveled major commuter route conveying thousands of passengers between downtown Austin and South Austin. It is the route of the Number One bus line connecting to Lamar, on the north side of the river, and recently trolley cars were reintroduced to help move commuters. The Orange 'Dillo trolley line goes down South Congress to the Live Oak segment and turns around the Austin Island Park before returning downtown.

The transformation of South Congress Avenue from a rural country road to the capital city gateway and, finally, to the vibrant shopping district that it is today, has been remarkable. Its enduring popularity is due, in part, to its magnificent and unobstructed view of the Texas State Capitol. Thanks to the James Swisher's vision, residents and visitors who come to South Congress Avenue to enjoy the food, music and unique shopping experience, are treated to an unsurpassed image of the Capitol. Indeed, it is one of the most important design elements in Austin's urban fabric.



## TIMELINE

---

8000 BC	Archaic Period Hunting and Gathering
1400-1800's	Nomadic Indian tribes
1709	Aquirre-Espinosa-Olivares reaches the south side of the Colorado.
1846	Austin's Little Colony granted
1836	William Barton settles at Barton Springs
1837	Edwin Waller lays out Austin. Road to Gonzales built by Ben and Henry McCulloch.
1838	Austin named Capital
1847	J.G. Swisher settles south of the river. Samuel Stone begins ferry at Waller Creek
1852	Swisher is overseer of road from his ferry at Congress to Chapman's Crossing
1857	Deaf & Dumb Asylum established
1861	Civil War starts
1863	Major General John Bankhead Magruder establishes Fort Magruder
1869	First bridge (pontoon) across Colorado
1876	Wooden bridge over Colorado
1877	Swisher's Addition to South Austin
1884	Iron bridge (toll) across the Colorado replaces wooden bridge
1885	St. Edwards College
1888	Capitol dedicated
1891	Eck Dry Goods Store built
1893	Austin Dam completed
1898	John E. Wallace surveys S. Congress and San Antonio Rd
1900	Austin Dam breaks
1903	Citizens form "good roads" associations
1910	Concrete bridge built at Congress Avenue

1917	Texas Highway Department created
1918	Penn Field established
1928	City Plan by Koch & Fowler
1931	South Congress Avenue paved between Oltorf and Bouldin Creek
1932	Fire Station built on South Congress. Harry Aiken starts hamburger stand
1935	Flood inundates Riverside area
1940	Tom Miller Dam completed
1952	Highway 81 moved and Interstate 35 built
1956	Congress Avenue Bridge widened to four lanes
1960	Longhorn Dam built
1970	Armadillo World Headquarters opens
1980	Congress Avenue Bridge widened
1986	Fairview Park Neighborhood Conservation District
1998	South Congress Improvement Project / Dawson Neighborhood Plan
1999	South Congress Enhancement Guidelines

## REFERENCES

---

American Sketchbook, Vols. 4-7, 1877-1883.

Newspapers: On file at the Austin History Center.

Austin Daily Statesman, December 11, 1887 Vol XVII No. 108.

Austin Statesman, October 24, 1891 Vol. XX.

Austin Statesman, Monday April 4, 1910 Vol. 41 No. 94.

Austin Statesman, December 16, 1906.

Austin American, February 18, 1960.

Austin American, October 5, 1955.

South Austin Advocate, Centennial Edition, Friday April 28, 1939.

Austin, Texas. Austin History Center. City Directories.

Austin, Texas. Austin History Center. Map Files.

Austin, Texas. Austin History Center. Photo Files.

Austin, Texas. Austin History Center. Vertical Files.

Austin, Texas. Barker Texas History Center, University of Texas at Austin (Roads Scrapbook, Texas Good Roads Association, Texas State Department of Highways and Public Transportation). Vertical Files.

Austin, Texas. The University of Texas at Austin. Center for American History. Vertical Files.

Avenue Team, South Congress Improvement Project Enhancement Guidelines. Austin, Texas: Avenue Team, 1999.

Barkley, Mary Starr. *History of Travis County And Austin 1893-1899*. Waco, Texas: Texian Press, 1963.

Blackburn, William Wallace. *Evolution of the State School for the Deaf from an asylum to an Accredited School*. M.Ed. thesis, University of Texas, 1958.

Brown, Frank. *Annals of Travis County and the City of Austin*. Frank Brown Papers, Barker Texas History Center, University of Texas at Austin.

Charles Hall Page and Associates, *Austin Historic Preservation Plan*, City of Austin. San Francisco, California: Charles Hall Page and Associates, 1981.

- Clark, John W. and David Romo, Archeological and Archival Investigations at Fort Magruder (41 TV 1380), A Civil War Period Fortification in Austin. Travis County, Texas. Austin, Texas: Texas Department of Transportation, 1995.
- Dawson Neighborhood Planning Team, The Dawson Neighborhood Plan. Texas: City of Austin, 1998.
- Dixon, Sam Houston. *Men Who Made Texas Free*. Houston, Texas: Texas Historical Publishing, 1924.
- Hemphill, Hunter Floylee. Mayor Tom Miller and the First Year of the New Deal in Austin, Texas. M.A. thesis, University of Texas at Austin, 1976.
- Huddleston, John D. Good Roads for Texas: A History of the Texas Highway Department, 1917 to 1947. Phd. Dissertation, Texas A&M University, 1981.
- Huddleston, John D. "Highway Development: A Concrete History of Twentieth Century Texas," in *Texas: A Sesquicentennial Celebration*, ed. Donald W. Wisenhunt. Austin: Eakin Press, 1984.
- Humphrey, David C. An Illustrated History of Austin. Northridge, California: Windsor Publications
- John Milton Swisher Items, Barker Texas History Center, University of Texas at Austin.
- Jones, Dwayne. "Roadside Architecture in Austin", Austin, Texas: Texas Chapter of Architectural Historians, 1995.
- Koch & Fowler, A City Plan for Austin, Texas. Austin, Texas: Koch & Fowler Consulting Engineers, 1928.(Reprint)
- Long, Walter E. *Wings Over Austin*. 1962.
- Marburger, Alan K., Interview With Terri Myers, October 7, 2002.
- McGraw, Karen A., Artists in Downtown Development. Austin, Texas: National Endowment for the Arts Fellowship Project, 1987.
- Office of Land Development and South River City Citizens, Fairview Park Zoning Study and Neighborhood Conservation Plan. Austin, Texas: City of Austin, 1981.
- Oram, Anthony M. Power, Money and the People, Austin, Texas: Texas Monthly Press Inc., 1987.
- Pool, William C., A Historical Atlas of Texas, Austin, Texas: The Encino Press Austin, 1975.
- Smith, Hank Todd. *Austin: Its Architects and Architecture (1836-1986)*. Austin, Texas: Austin Chapter/AIA and the Heritage Society of Austin Inc., 1986.
- Swisher, John Milton. *Memoirs*. San Antonio, Texas: Sigmund, 1932.
- The Handbook of Texas Online: General Libraries at the University of Texas at Austin and the Texas State Historical Association.
- Wilbarger, J.W. *Indian Depredations in Texas*. Austin: Hutchings, 1889; rpt., Austin: State House, 1985.



## MAP REFERENCES

---

Augustus Koch, *Austin State Capital of Texas*, (1887), Austin-Travis County Collection, Austin Public Library.

Austin, Stephen Fuller Map of Texas..., (1830), Barker Texas History Center, University of Texas, Austin.

Austin Chamber of Commerce, *City of Austin Use District Map*, (1939).

Bergen Daniel and Gracy, *Austin and Surrounding Properties*, (1891).

Bureau of Topographic Engineers, *Map of Texas and Part of New Mexico*, (1857).

Burr, David H., *Texas*, (1833).

*Fair view Park Plat*, (1886), Austin History Center, Map Case L-7.

Grant, A.A., *Railroad and County Map Of Texas*, (circa 1890), From the collection of J. Conrad Dunagan, Monahans.

Herring, W.L., *Map of the City of Austin*, (1915). Austin History Center, Map Case M-7.

Johnson and Ward, *New Map of The State Of Texas*, (circa 1850).

Pressler, Charles W. and A.B. Langermann, *Pocket Map of the State of Texas...*, (1878), Barker Texas History Center, University of Texas at Austin.

Rosenberg, William von, *Colorado River Crossings*, (1904). Austin History Center, Map Case Q-R.

Sanborn-Perris Map Co. Limited. *Insurance Maps of Austin, Texas*. (1900) Sheets 51 & 53. Austin History Center.

Sanborn-Perris Map Co. Limited. *Insurance Maps of Austin, Texas*. (1922) Sheets 58-60 & 62-64. Austin History Center.

Sanborn Map Co. *Insurance Maps of Austin, Texas*. (1935) Sheets 221-224, 226 & 227. Austin History Center.

Sanborn Map Co. *Insurance Maps of Austin, Texas*. (1959) Sheets 221-224, 227 & 230-232. Austin History Center.

*Sweetman's Addition Plat*, (1890), Austin History Center, Map Case L-8.

*Swisher's Addition Plat*, (1877), Austin History Center, Map Case L-7.

Wallace, John E., *Field Notes and Plots of County Roads in Travis County, Texas*. Completed by Charles K. McDonald, 1902. On microfilm at the Austin History Center.